



Caltrans District 4 Bicycle Advisory Committee (BAC)
January 15, 2014 1:30 – 3:30 PM
Meeting Summary

Members Present (including teleconference attendees):

Rick Marshall, Napa County Public Works Department, D4 BAC Chair
Gary Helfrich, Sonoma County Bicycle Coalition, D4 BAC Vice-Chair
Brad Beck, Contra Costa Transportation Authority
Matthew Bomberg, Alameda County Transportation Commission
Alan Forkosh, Alameda County resident
Paul Goldstein, Silicon Valley Bicycle Coalition
Bert Hill, San Francisco Bicycle Coalition
Joel King, Napa County Bicycle Coalition (for Mike Costanzo)
Carol Levine, Oakland Bicycle and Pedestrian Advisory Committee
Bruce “Ole” Ohlson, East Bay Bicycle Coalition (Contra Costa County), Delta Pedalers
Corinne Winter, Bay Area Bicycle Coalition

Non-Members Present (including teleconference attendees):

Beth Thomas, Caltrans District 4 Pedestrian Coordinator and PAC Liaison
John Ciccarelli, Bicycle Solutions
Dan Dawsom, Marin County Public Works
Michelle DeRobertis, Alameda County Resident
Casey Hildreth, Alta Planning + Design
Emma Shlaes, Silicon Valley Bicycle Coalition

Agenda Item #1: Welcome and Introductions

A quorum was reached.

Agenda Item #2: Orders of the Day

Rick Marshall and Gary Helfrich were re-elected as Chair and Vice Chair, respectively.

Agenda Item #3: Review and approval of summary of October 2013 meeting

Meeting notes were approved with corrections to the attendees list.

Agenda Item #4: Signage at Caltrans construction sites – Paul Goldstein, D4 BAC Member

Paul described a problem wherein signs placed at some Caltrans construction sites are placed out of view of bicyclists. Bert suggested that Caltrans use a bicycle to check the placement of signage to ensure visibility.

Agenda Item #5: Review and adopt District 4 BAC Revised Charter

The BAC reviewed and discussed proposed edits to the charter. These edits were further refined at the meeting. A subcommittee was formed, which included Paul, Corinne, and Gary, to make further edits to the charter language and report back to the BAC.

Agenda Item #6: Discuss new FHWA Interim Approval for bicycle signals, steps for requesting California approval, and consistency with existing bicycle signal guidance in CA Manual on Uniform Traffic Control Devices

John Ciccarelli informed BAC members on the status of bicycle signal requirements in the CA MUTCD and Federal Highway Administration (FHWA) Interim Approval 16 (IA-16). Bert proposed a motion, which was approved, to prepare a letter that highlights the sections of IA-16 that allow greater flexibility on bicycle signals and propose new language to amend into the CA MUTCD. Bert will work on a subcommittee with Eric, John, and Michelle to develop the letter and proposed edits to the bicycle signal guidance in the CA MUTCD.

Agenda Item #7: Review CA Manual on Uniform Traffic Control Devices guidance related to bike lane buffer striping

The BAC briefly discussed the use of MUTCD cross-hatched and chevron striping guidance for buffered bicycle lanes. Due to a lack of time, this agenda item was deferred by the BAC to discuss at the next meeting.

Agenda Item #8: Finalized list of bicycle facility design training resources to send to Caltrans Headquarters Division of Design

It was suggested that the Northwestern University course be included on the bicycle facility design training list. Beth was asked to keep BAC members updated on training resources that come up. Corinne suggested that the BAC forward the list to the California Bicycle Advisory Committee and Caltrans Headquarters.

Agenda Item #9: CA Highway Design Manual guidance and standards for bike paths – review and adoption of recommendation for language revision.

Beth provided draft edits to Chapter 1000 of the HDM for review by BAC members prior to submission to the California Bicycle Advisory Committee and the Caltrans Headquarters Division of Design. These were intended to address the bike path setback requirement (5 feet behind the curb) that makes it difficult to install bike paths on tightly constrained city streets. Some BAC members commented that, in addition to needing the flexibility to place bike paths

closer to the curb, guidance was needed for physically separated on-street bicycle lanes, such as to the right of on-street parking or delineated by posts placed in a buffer zone. Beth was asked to make additional draft edits to Chapter 1000 of the HDM based on these comments and to send them to BAC members for review.

Agenda Item #10: Public Comment

John shared that the National Committee on Uniform Traffic Control Devices is reviewing proposed guidance for two-stage turn queue boxes, contra-flow bicycle lanes, and buffered bike lanes, including use of raised features in the buffer zone.

Agenda Item #11: Topics for Next Meeting, Announcements and Information Sharing

Agenda Item #7 – “Review CA Manual on Uniform Traffic Control Devices guidance related to bike lane buffer striping” was deferred to the next meeting.